THE THIRTY-FIFT! CONGRESS, (SECOND SESSION.)

NAMES OF SENATORS AND MEMBERS.

THE WORK OF THE SESSION.

Central American and Mexican Affairs-The Clayton-Bulwer Treaty.

The Cass-Herran Treaty and the Paraguay Expedition.

Claims Against Foreign Governments-The Election of United States Senators-The Slave Trade Arrest of Walker.

NEW STATES AND TERRITORIES.

The Pacific Railroad and Telegraph, and the Various Projects Therefor.

NEW WAGON ROAD BY WAY OF CREGON.

Railroad Land Bills--- Ocean Steamship Lines--- Postal Reform.

THE TARIFF AND REVENUE LAWS.

Protection to Female Emigrants Protection to Seamen Security of Passengers on Steamers Enrolment of Vessels-Marine and Night Signals-Lands for the Landless.

THE PUBLIC PRINTING.

Internal Improvements-Niagara Ship Canal-Cenal at the Falls of the Ohio-Lighthouse Bill, &c.-Executive and Legislative Employes-Bankruptcy Law-Patent Office Laws-Judiciary Affairs—French Spoliation Bill—Pen-sion Bills—International Copyright Law— Consulate at Bosario—New York Earge Office-Impeachment of Judge Watrous-Dropped and Retired Naval Officers-District of Columbia-Navy Depot on Blythe Island-Suffrages in the Territories-Cost of Indian Wars-The Utah Expedition-Investi-

pating Committees — Deaths of Members.

PRIVATE BILLS, &c.,

The following is a list of the Senators and members of Congress who are entitled to seats in their respective houses at its second section, which begins its sittings on Monday, the 6th of December:-

Democrats, D.—Opposition, O.	
Number of Senators	The state of the s
Panider of Seminary	J. C. Breckinridge
Same and a	Ashury Dick inn.
There .	MINNESOTA capiros James Shields
AMANA, expired	MINNESOTA. depires
Clement C. Clay, Jr.D., 1355	James Shields D. 195
ment. Figur wit con	Henry M. Roce D 1863
AN MEASURE D. 1950	Albert G Brown D 7850
Pohert W sinson D 1861	Albert G. Brown D. 1856 Jefferson Davis D. 1866
CONN. MINCLE.	MISSOUTE.
Lafayette S. 1 Wester. O 1861	James L. Green. D. 1861 Trusten Polk. D. 1861
James Dixon O. 1803	Trusten Polk
TRUBERT M. CO. NO. D. 1861	John P. HaleO. 1856
David C Prode Sink D. 4865	Daniel Clark 0 186
ALMER A MET L. MICH.	NEW YORK
Martin W. Bates D. 1859	Wm. F Seward C . 1861
James A. Bayare La. D. Frede	1 LESCORT LEGISLET
David L. Yulee D. 1831	William Wright D . 1850
Stephen M. Mallor, N.D., 1863	Jahn E. Thompson, B., 1866
GEORGIA.	
Robert Toombs D. 138	David S. ReedD. 1850
Alfred Iverson U . 1960	Thes. L. Chingman, D., 186,
Contrar N. Fresh 1 1 1801	George E. Puch D. 186
Jone O Bright D _ 1860	A AMERICA BURNESS & C. TO COMPLETE STORY AND A STORY
ILLINOIS.	PENNSYLVANIA.
Stephen A. Douglas, D 1880	William Eigler D. 1860
Lyman Trumbull 1901	Similar Courses for the
George W Jones D W50	Phillip Allen D 1959
James Harkn U For	1 HETTER R. CHIMMOND. C. L. B. A.
KENTUCKY.	A. P. HayceD. 1855 Jas. H. Hacimond. D. 1865
John B. Thompson O. 1	In H Harmond D 188
John J. Cyntenden. O. 18 -	TRUNIASES.
J. P. Benjamin D. 18591	John Bell O. 188
John Slidell	
MAINE.	Por Stouchton O 186
W. Pitt Fessenden. O. 1859	Sam Houston O. 186 Matt. Ward 186
MARKACHUSETTS.	TENEONT.
Thomas Wilson C 10to	. Incote Collamor O. 186
Charles Summer O 1865	bloman F.oct
MARYLAND.	n W. P. Pueter D. 155
James A. Pearce D. 1861	P. M. T. Hueter D. 185 Jan tes M. Mason D. 185
MICRORAN.	WIS-CONEIN.
Charles E. Stuart., D., 1859	Cha rice Burkee O. 186
Zachsriah Chandler.O., 1863	Cha eles BurkeeO. 186 Jam & R. Doellatle, O. 186
Opposition	2

BOUSE OF REPRESENTA GIVES.

2-Miles Taylor, den 1. 3-Thos. G. Davn Von , dem 4-John M. Sanda Ve, dem

1-John M. Wood, rep

4-Freeman H. Mors V. P.

1-Wm. W. Pholps, de W. 2-Jos. M. Cavanogh, de W.

Michigan. 1-Wm. A. Howard, rep.

1-James A. Stewart, dem

Speaker C. Allen. Dief. , USNI CEY.

1—Henry C. I barnett, dem.

2—Samuel C. I 'eyton, dem.

3—W. L. U. bder wood, K. N.

4—Albert G. Ta, boot, dem.

5—Joshua I. L. Ja, wett, dem.

6—John M. Wille L. dem.

7—Hampere r Ma rahall, KN

8—John C. Me Fou, dem.

10—John W. Ste rent on dem.

10—John W. Ste rent on dem.

10—John W. Ste rent on dem. ARKANSAS. 1-A. B. Greenwood, dem. 2-Edw'd A. Warren, dem. 2—Edw'd A. Warren, dem.
ALABAMA.
1—Jas. A. Stailworth, dem.
2—Eli S. Enorter, dem.
3—James F. Dowdell, dem.
4—Sydenbam Moore, dem.
5—Geo. S. Houston, dem.
6—W. R. W. Cobb, dem.
7—J. L. M. Currey, dem.
6—W. R. W. Cobb, dem. 1-George Eusti 1, J. .., K.N

1-Chas. L. Scott, dem. 1-Errs Clark, Jr., rep.
2-Samuel Arnold, dem.
3-Sidney Doan, rep.
4-Wm. D. Hishop, dem. Wm. G. Whiteley, dom.

George S. Hawkins, deto.

1—James L. Seward, dem.
2—Martin J. Crawford, dem.
2—Martin J. Crawford, dem.
3—Robert P. Trippe, K. N.
4—Lucius J. Gartrell, dem.
5—Augustus E. Wright, dem.
7—Joshua Fill, K. N.
8—Alex, H. Stephens, dem.
1112008.

b-Iraac N. Morrin, dem.
6-Vacancy.
7-James C. Allen, dem.
8-Robt. Smith, dem.
9-Sam TA. Marchall, dem.
1-Wm. F. Niblack, dem.
2-Wm. H. English, dem.
3-James Hughes, dem.
5-Invid Rilgore, rep.
6-J. M. Grege, dem.
7-John G. Juvis, dem.
8-James Wilson, rep.
6-Schayler Colfax, rep.
10-Chas. Case, rep.
11-John U. Petitt, rep.
10-M. Petitt, rep.
10-WA.

2—James A. Ricaud, K. N.

3—J. Morrison Harris K. N.

4—H. Winter Davis, K. N.

5—Jacob M. Kunkel, dem.

6—Thomas F. Bowie, dem.

MASSACHUSETTS.

1—Robert H. Hall, rep.

2—James Buffinton, rep.

3—Wm. S. Damrell, rep.

4—James H. Commis, rep.

5—Anson Burlingame, rep.

6—Timothy Davis, rep.

7—Daniel W. Gooch, rep.

8—Chauncey L. Koapp, rep.

9—Eü Thayer, rep.

10—Calvin C. Chaffee, rep.

11—Henry L. Dawes, rep.

Missouria. 1 — Heart Speechel.

1 — Francis P. Hiair, Jr. rej 2 — T. L. Anderson, 2 N. 3 — John R. Cark, dem. 4 — James A. Craig, dem. 6 — S. H. Woedson, K. N. 6 — John S. Phelps, dem. 7 — Samuel Carethers, der jowa. 1—Samuel E. Curtis, rep. 2—Timothy Davis, rep.

Dist. Masservi.

1—Lucius Q. C. Lamar, dem. 2—Reuben Davis, dem. 3—William Barkséale, dem. 4—Otho R. Singicton, dem. 5—J. J. McRea, dem. NRW YORS.

1—John A. Scaring, dem. 2—George Taylor, dem. 3—Pamiel E. Sickles, dem. 4—John Kelly, dem. 5—Wm. B. Maclay, dem. 5—Wm. B. Maclay, dem. 6—John Cochrane, dem. 7—Elijah Ward, dem. 6—John B. Hiaskin, dem. 10—Ambrose & Murray, rep. 11—Wm. P. Russell, dem. 12—John Thompson, rep. 12—Antona B. Glin, rep. 14—Erastus Corning, dem. 15—Ldward Bodd, rep. 14—Galusha A. Grow, rep. 15—Clark B. Cochrane, rep. 16—Geo. W. Palmer, rep. 17—Francis E. Spinner, rep. 18—John Covode, rep. 19—John Covode, rep. 21—Henry C. Goodwin, rep. 22—Wm. Mengomery, dem. 21—David Ritchie, rep. 22—Sam'l A. Furvianen, rep. 22—Sam'l A. Furvianen, rep. 24—James I. Gills, dem. 24—James I. Gills, dem. 25—John Dick, rep. 24—James I. Gills, dem. 25—John Dick, rep. 24—James I. Gills, dem. 24—James I. Gills, dem. 25—John Dick, rep. 25—John D

22—Henry Bennett, rep. 22—Chas. B. Hoard, rep. 24—Anos P. Granger, rep. 25—Edwin B. Morgan, rep. 26—Froory B. Potde, rep. 27—John M. Parker, rep. 28—Win. H. Kelsoy, rep. 29—Saml. G. Andrews, rep. 20—Ludgow, Sherman, rep.

RHODE ISLAND.

1-Nath I B. Durfee, rep.

2-Wm. D. Brayton, rep. SOUTH CAROLINA 1—John McQueen, dem. 2—Wm. P. Mies, dem. 3—I. M. Keitt, dem. 4—M. L. Bonham, dem. 33.—Judson W.Sherman, rep. 31.—S. M. Burroughs, rep. 32.—Israel T. Hatch, dern 33.—Reuben E. Fenton, rep. 5-James L. Orr, dem. 6-Wm. W. Boyce, dem. NEW HAMPSHIRE 1—James Pike, rep. 2—Mason W. Tappan, rep. 3—Aaron H. Cragin, rep.

TENNISSON.

1-Albert G. Watkins, dem.

2-Horace Maynard, K. N.

3-Samuel A. Smith, dem. 3—Samuel A. Smith, der 4—John H. Savage, dem. 5—Charles Ready, K. N. 1.—Isaiah D. Clawson, rep. 2.—George R. Robins, rep. 3.—Garnett B. Adrian, dem. 6—George W. Jones, dom. 7—John V. Wright, dom. 8—Felix K. Zollcoffer, K.N. 9—J. C. D. Atkins, dem. 10—William T. Avery, dem. 4-John Hayler, dem. 5-J. R. Wortendyke, dem. 5.—J. R. Wortendyke, dem.
NORTH CARCUNA.
1.—Henry M. Shaw, dem.
2.—Thomas Roffin, dem.
3.—Warren Winslow, dem.
4.—Lawre O'B Branch, dem.
5.—John A. Gilmer, K. N.
C.—Alfred M.Scales, Jr., dem.
7.—Barton Craige, dem.
8.—Z. B. Vance, K. N. 1—Guy M. Beyan, dem. 2—John H. Reagan, dem. VERMONT.

1-Ezekiel P. Walton, rep.

2-Jostin S. Morrill, rep. 3-Homer E. Royce, rep. 1-M. R. H. Garnett, dem 1-M. R. H. Garnett, dem.
2-John S. Mison, dem.
3-John S. Caskie, dem.
4-William O. Goode, dem.
5-Thomas S. Boccok, dem.
6-Paulus Powell, dem.
7-William Smith, dem.
8-Chas. J. Faulkner, dem.
9-John Letcher, dem.
10-Sherrard Clemons, dem.
11-Albert G. Jenkins, dem.
12-H. A. Edmuntson, dem.
13-Geo. W. Hopkins, dem.
wiscossis.

S-Z. B. Vance, K. N.
olizo.

1-G. H. Pendleton, dem.
2-W. S. Grossbeck, dem.
3-C. I. Valandighan, dem.
4-Mathias H. Nicholas rep.
6-Richard H. Nicholas rep.
6-Joseph R. Cocken ill, dem.
7-Aaren Harlan, rep.
9-Lawrence W. Hall, dem.
10-Joseph Miller, dem.
11-Valentine H. Horton, rep.
12-Samuel S. Cox, dem.
13-John Sherman, rep.
14-Philemon Hiss, rep.
14-Joseph Borns, dem.
16-CydnerB Tompkins rep.
16-CydnerB Tompkins rep.
17-William Lawrence, dem.
TERRITORIAL wiscossis.

1—John F. Potter, rep.

2—3. C. Washburne, rep.

3—Chas. Billinghurst, rep. TERRITORIAL DELEGATES.
CORREGOS.

Jeseph Lane, dem.
NEW MEXICO.

Miguel A. Oscro, dem.

Marcus J. P.
Marcus J. P. Washington.
Isaac S. Stevens, dem.
KANSAS.
Marcus J. Parrot, dem.

Fenner Ferguson, dem. John M. Bernhisel. RECAPITULATION. Dem. Gey Massachusetts
New York
New York
New Jersey
New Hampshire
North Carolina
6
Onic
9
Pennay Ivania
14
Rhode Fland
South Carolina
6
Tennessee
7
Texas
2
Vermont
Vergina
13
Wisconsin Georgia 6 Rinougé 4 Indiana 6 Iowa 8 Kentucky 8

*A vacancy occasioned by the death of Thomas L. Harris, em., Nov. 21, 1308. dem., Nov. 23, 188.

4 George analog occasioned by the resignation of J. Glassey Jenes dem., uppointed Musi to to Austria, to be filled by special relection on the 58th of November. Joel B. Warder dem., has been nominated for the scal.

The session of Congress that opens on Monday the 6th of December-the second session of the Thirty-fifth Congress-closes by limitation on the 4th of March next, so that there are but three months in which to do all the work of legislation. It has been the invariable experience hitherto, and we presume it will not be much deviated from pow; that little or no business has been attended to by either house till after the Christmas holidaye. At last session, by joint recolution of both houses. Congress took a recess of ten days, to as to permit members whose homes were not too distact, to enjoy the Christmas festivities with their families The same will probably be done at this cession, and if after the resumption of business on the first Monday in January, both houses will only devote them selves to it in a thoroughly practical manner the two months that will be left will be en tirely sufficient for the transaction of all the necessary legislation of the country. It might be agree upon at the very threshold of the session that the fire: two or three weeks of its existence will be allowed for the display of that Congressional eloquence denominat buncombe," for the songs of glorification and the sight of condolence for which the recent elections will supply the themes, and for the delivery of all the speeches the are merely intended for home consumption. That would be a sensible arrangement, and no one would find fault with it if it were understood that, between the first Mor day in January and the first Menday in March, not a word huncombo' was to be tolerated in either house, not as election topic to be discussed, no specches to be made for to be steadily, carefully and sensibly attended to. If both houses would sit regularly from eleven o'clock in th week, not adjourning over from Thursday till Monday they could give to all matters coming before there a the rough consideration, without the necessity of resorting to the parliamentary gag law-the rule of the previous qu tion-and could pass intelligently on every public and pri vate measure now pending or that may be introduced

Having premised so much, let us see the work that

GENTRAL AMERICAN AND MEXICAN AFFAIRS-THE CLAYTON-BULWER THEATY. It is but reasonable to suppose that a large share f the President's Message on the 6th proximo will be devoted to the consideration of the present delicate, difficult, and complicated state of affairs in Central America and Mexico. It is said that secret emismries from persons high in position in Mexico bave been in Washington for some time name, urging on Mr. Buchanan the policy and necessity of recommending to Congress the extension of an American pro testorate over Mexico, on General Houston's plan, and it s intimated that the President is inclined to take that view and embody such a recommendation in his Message It is also taken for granted that he will recommend the abrogation of the Clayton-Bulwer treaty. A joint resolution to that end was reported by Mr. Clingman, from the House Committee on Foreign Affairs, on the 4th of May last, and is still pending. That resolution is as follows:—
Whereas, the treaty between the United States and
Great Britain, designated the Clayton-Bulwer treaty, is,
under the interpretation placed upon it by Great Britain,
a currender of the rights of the country, and on the American construction, an entanging aliance, without mateality of benefit or restriction, and has been productive
only of misunderstanding and controversy between the
two governments; therefore,
Resolved, That the President or requested to take such
ateps as may be in his judgment best calculated to effect
the speedy abrogation of said treaty.

On the question being put in the House, "Shall the resolution pass?" a motion was made by Mr. Shekhar to seconlast, and is still pending. That resolution is as follows:-

otion pare?" a motion was made by Mr. Sickles to recom mit it to the Committee of the Whole on the state of th Union, when Mr. Cochrane moved the previous question. The question now is, is there a second to the previous question? The matter will be one of the first to come up for action, when, no doubt, the previous question will be seconded, the main question ordered, and the joint reso ution passed. Eint will be in accordance with the policy the administration. England, however, objects to the abrogation of the treaty, as under it also claims a right to exercise the Mosquite protectorate and to colonize Ruatan There is an intenediate necessity for the adoption of a definite and vigerous course of policy in regard to our Central American and Mexican relations, and the people will re quire of Congress a prompt and enlightened attention to

The ratification of the Casa Herran treaty, as amended by the New Granndarf Congress, will also come up be-

fore the Senate—the treaty as amended be' mg acceptable to the administration. So also will the Cass . Wrisarri treaty. It is not unlikely that our relations w in Paragony will be also on the tapis, in connection with the expedicion to that country.

It is said that Governor McRae, of 'flas , who kas been elected to fill the the scat vacated by the death of the lamented Quitman, is a strong advoc see of the abolition of the law declaring the slave trade pir any, and will make an effort looking towards its repeal. In view of the decisivo vote of the House of Representatives 1 at the commencement of the session of 1856, on Mr. Orr's , resolution declaring it nexpedient to revive the traffic in . waves, Mr. McRae will have rather an up hill job of it.

COMMODORE PAULDING'S A PREST OF WALKER. There was pending at the clos wof last secsion a joint resolution, reported by Mr. Bocer & from the House Committee on Naval Affairs, disclai ming the act of Commodore Paulding in causing the arrest Walker and his fellowers at Ponta Arenas, in Novemb er, 1857, with amendment thereto presenting him the ti meks of Congress for his conduct on that occasion. We t seleve the matter remained in state que at the close of the last session. There may be some practical advanta gran reviving and disposing of it immediately, so that oth municular officers on the West India station may take the 👉 one from Congress when like

RELECTION OF UN FED STATES SENATORS. In consequence of the ℓ Micult-questions raised last ees sion in regard to the elec Aien of Mosers. Fitch and Bright i the Senste adopted a resolution on the last day of the r weion directing its Judiciary Com mittee to report whethe further legislation on that subect is necessary. The tenatter will come up, particularly s the Indiana Senate have resolved that the election of acconstitutional and void those gentlemen was

CLAIMS AGAD FT PORMIGN GOVERNMENTS. The Senate also add sted, the same day, a resolution in troduced by Mr. Be tramin, calling on the Presklent to lay before Congress stabular statement of all claims of American citizens : monst foreign governments, with observations as to the artion taken on each, and the result se a very formidable document, and thereof. This will s understood to be ready for presentation. The aggregate of such claims is rome fifty millions of dollars-Mexico figuring as debior THE SEIZURE AN

w the second of fifteen millions. FUONDERNATION OF THE ADRIATIC anot have forgoties the case of the American bark Adriat a which was seized and condemned by the French autho shies last winter for having caused the wessel by collision at sea. The Committee of Foreign A finize of the House, through Mr. Burlin game, reported: 1 soint resolution of a very warlike ten lency in referen sec to the subject. It may have to be disposed of

NEV / STATES AND TERRITORIES. We expect I' and an subtempt will be made very early i

the session to; git up a political excitoment in reference to the admission of new abutes and the organization of new Territories. I knows and Gregon are both, or were at the last session, poplicanter for admission into the Union as sovereign and Timbepens lent States; while territorial organizations are a doubler Alrisona, Nevada, Dacotah and Laramie. It is a secontain, nor indeed very likely, that Kansas will be an a policant for admission this session, not because she might? * preclude f by the terms of the English Com promise bi' f. but because to legal stops have been taken to call a convention for the purpose of framing a State consti intion for her. Weuch! steps had been taken, and the con stitution themed and approved by the people, and if Kansas became an applicant for admission prior to the adjournment of Congress, we do not see that there would be muc difficulty about her authricaion. Some ultra fire-caters of the South might rave about holding her to the letter of the bond imposed by the English bill, but their number would be small, and the bond would be ignored without pary scruples, for it was one to which Kansas was not a par-My. However, for the reason we have assigned, we do post think the question will come up in a practical form at this session. The inhabitants of the Territory have no depire to change their system of government just now, how sever much aspiring demagagnes may desire it. So long has the general government pays all the expenses of the Territory in the way of legislation, courts, opening roads, ercoting bridges and public buildings, it is not the interest of a poor community to assume all these burdens on itself But political trickstere, having an eye to seats in the offices created on the formation of a State government manage to humbug and deceive the people, get up consitutional conventions and have applications made for the admission of the new State, while those whose interests about it, are in favor of continuing the Territorial organi-zation. Congress, therefore, should-not be in any haste to act on such applications, unless there is very good reason to believe that they do actually represent the popular sen timent, and onless all due formalities have been observed.

The Territory of Oregon, though an applicant for admission at last session, at the same time as Kansus and Minnesota, did not succeed in having its organization changed into that of a State government There was no political or sectional obstacle in the way to prevent the realization of its desires; but we know that Oregon had to wait a little longer. The only objection to ts application is the absence of any evidence to show tha it has a population sufficient to entitle it to one repre creasing disfavor to the practice of admitting new States erous and unjust to give to a small community like that Kansas or Oregon the same weight in the Senate of that of the election of a President by the House, the same weight in the House of Representatives, that New York, entatives of the old States ought to be more careful tha they have been as to how they will put small communi ties on a level with great and powerful The Ismented General Quitman had that view of th subject in his mind when he introduced at tast see gion a joint resolution providing that henceforth no new State should be admitted unless Congress had previously— it being ascertained by a census taken that it contained a population entitling it to at least one representativepassed a law authorizing it to call a convention to frame a State constitution, and unless all the requirements of that law were fully complied with by the Territory making the application. In the case of Oregon there are now two sets of organizations existing-a State organization and a Territorial organization. The Territorial officers will receive their pay from the general government, while the State officers will expect theirs from the State. The delegate to Congress will have his per diem and mileage until the date of the actual admission of the State, while the representative and the two senators-one of whom is the present delegate-will doubtless claim their pay and mileage from the date of their election; and if they claim it they will be almost certain to get it, even though one of them may have been thus drawing the pay and mileage of delegate and of senator for the same period of time. Messrs. Joe Lane and Delazon Smith are already in Washington awaiting their admittance as Senators from the new State. and Mr. Lafayette Grover awaing his as representative in

the House.

As to the proposed new Territories, we do not suppose there will be much time wasted in discussing the provibe some. The Kansas and Nebraska bills have sufficiently exposed the absurdity of the principle known as squatter the country are disgusted with the humbug, and it is not unlikely that in the formation of new Territories it will be exploded as a false political principle. The true policy with reference to Territories is this:—Let the bill organing them extend to them the constitution and laws of the ted States so far as locally applicable, and let no writorial law inconsistent with the general principles of the constitution and laws of the United States have any valifity whatever, unless specially sanctioned by Congress. If the equatter sovereignty principle were worth anything at all, it certainly must extend so far as to give the squatter sovereigns the right to elect their own Governor and judges and territorial officers, and to change their form of government as they may deem fit. But no one will con end that they will have a right to do that, and hence the whole principle is a palpable humbug. We should not be surprised to see it exploded in the bills to organize the new Territories of Nevada, Arizona, Dacotah and Laramie.

The boundaries of the proposed Territory of Nevada will take in a large portion of that which is now the Territory

of Unb. It will comprise all di it from a little west of Great Salt Lake to the eastern boundary of California. Tur meles are throughout in the bill reported by Mr. Smith, of Virginia, from the Committee on Territories, on the 12th

of May last:-Commencing at a point where the eastern boundary line of the State of California leaves the Colorado, then be northwardly with said fine to its point of intersection with northwardly with said flue to us point of intersection with the Oregon line; thence, with said kno, on the lattited of forty two degrees north, east to the one hundred and four-teenth degree of longitude west; thence, with said longitude, to the Goese Creek mountains; thence south rily with said range to the headwaters of Lake Niceliet; thence down the stream found by said waters to said lake, and through the samest it he nument range of mountains running southerly, and it shall reach Cedar city, at or near the one hund of said for teenth degree of west longitude; thence, with the trues conspicuous landmarks, to the headwaters of Voluntia or thence down said stream to its intersection with the Blo Colorado; thence down said river to the pilice of beat imning. to the place of bearinging.

The proposed Territory of Arizona is to be made up of he southern portion of the present Territory of New Mexico, and the Mesilla Valley obtained from Mexico in 1854. Its bounds are thus described in the bill introduc the Committee on Territories:-

Beginning on the Colorado at the thirty-fourth paralle of north latitude; thence with said parallel to the eastern boundary of New Mexico; thence south with said boun dary until it intersects the line of Texas; and thence with said line to the Rio Grande, and so on to the line of Mexico on said river, as fixed by the treaty of eighteen fundred and fifty-four; thence with the boundary line established by said treaty between the United States and Mexico the Celorado; thence up the Colorado to the beginning.

The Senate Committee on Territories, however, were adverse to the proposed territorial organization, and in lieu of Senator Gwin's bill reported on the 8th of April, 1858, a bill to amend the organic act establishing a territorial government for New Mexico. This bill merely incorporates the territory acquired from Mexico in 1854 with the territory of New Mexico, and directs a new apportionment of the members of the Council and House of Representa tives. It also contains the following curious section, which it makes applicable, not to New Mexico alone, but te all the Territories of the United States except Utah:—
Sec. 4. And be if further enacted. That whenever said Territories shall centain sufficient population to constitute a State—to wit, the number required by the then ratio of representation for a member of Congress, to be ascertained by a census taken in pursoance of law—the hegislature of said Territory may proceed to call a convention for the purpose of forming a constitution of State government, which constitution shall be submitted to the people for radification or rejection, and if ratified by a majority of the legal voters in the limits of the proposed State, but not otherwise, may be sent to Congress in the form of an application for admission into the Union on an equal footing with the other States, with such boundaries as Congressiall prescribe. This section shall be, and is hereby, incorporated into and made a part of the organic law of each of the Territories of the United States, occupit the Territory of Utah. te all the Territories of the United States except Utah:-

This proposition was eliciated by Senator Decglas' views on the Kansas question, and is certainly in contravention of the rights of the squatter sovereigns in the other Ter ritories, who may legitimately refuse to be bound by any such second thought legislation, in which their wishes o rights were not consulted. The bill is very short, consisting altogether of but five sections.

The bill for the organization of Arizona is set down for the second Monday in December, with the understanding that in connection with it the cases of the other proposed new Territories, Nevada and Dacotah, are to be also con sidered. In addition to these there is also a project on foot to organize a separate Territorial government for the district in which the Kansas gold mines are situated, to be called the Territory of Laramie.

Territories will give Congress plenty of work thin session.

These various propositions as to new States and new THE PACIFIC BAILEOAD AND TELEGRAPH. A powerful combination will be brought to bear upon Congress and the President to have a Pacific Sails coad bill passed this session, for in addition to the legitima te influeaces that will be at work in favor of such a sche me, the whole lobby will be in Washington in fell fore z, using arguments of every nature in support of a mean tre that will open up an unbounded field to their eperatic us, and yield revenues richer than the gold miles of Californiz. As might be expected, where the advantage a to the section of country through which the road will eve titually run are so inestimably great, and where there is such a grand field for schemes upon the treasury and up son the public lands of the United States, there is a great . diver gity of opinion as to the route or routes to be selected, and as to the mode by which the great work is to be a reried out. There were at least a dozen different grope sutions submitted at the last session and reported to the select committees appointed in either house to take the s sbfcc into consideration.

SENATOR GWIN'S PROJECT.

aber, 1657, Mr and facilitate the construction of a Northern, at Sout hern and a Gestral Pacific railroad and magnetic lefer raph through the Territories of the United States. This bill proposed to appropriate and set apart a quantity of public and equal to the alternate sections for the space of two five niles on each side of said roads from their eastern to their

railroad;
One road and telegraph, to commence on the western' border of the States of Missouri or Iowa, and to aurane-the most eligible raute to the bay of San i Yancisco, to be known as the Central Parlie railroad;
And one road and telegraph, to commence on the western border of the State of Wisconsin, i a the Territory of Minneson, and pursue the most eligible route to the navigable waters of the Pacific in Oregon an 4 Washington Territorice, to be known as the Northern Pays as railroad.

Bids were to be invited by advertisement ; bum person willing to centract for the construction of e wah of thes first, the time, not exceeding ten years, in whi th the road and telegraph would be Snished and ready t for use, and what extent and portion would be faished . web year; ecoud, the time in which they would surrender 'she road and its appurtenances, free of cost, to the Unite 1 States, for the purpose of being surrendered to the severs Villater and third, the sum, not exceeding \$300 per mile per an num for which they would carry the United Stat. W mail daily both ways, for fifteen years from the comple was of the read, and also at what rate they would carry on ! any certion of the road, before the completion of the line, roops, arms and munitions of war. As soon as the is were surrendered to the United States they wer 1 to vest in and become the property of the States respectively within the limits of which they should be located; a ! ways reserving the right of the United States to them fo. postal, military, and all other government service. In case of the failure to receive such proposals under the first advertisement, the advertisement was to be renewed annually, until the roads and telegraph lines were under

This bill was first referred to the Committee on Territo rice, but was afterwards committed to the Select Commit tee on the Pacific Railroad, and Mr. Gwin, from the latter emmittee, reported a bill on the 19th of January 1858, which was read a first and second time and made a special order for the 1st of February, 1858 The bill thus reported directed the President of the United States to enter into a contract for the transporta tion of the mails, troops, seamon, munitions of war, army and vavy supplies, and all other government service, by railroad, from a point on the Misseuri river between the mouths of the Big Sioux and Kansas rivers, to San Fran sisce, in the State of California, on the most eligible routs reference being had to fourfhillty, shortness and economy

Bids were to be made persewhat in the manner pro scribed in the other bill, and the contractors were to have alternate sections of the public lands for the space of twenty miles on each side of the road, from its castern to covey one-half of the same within five years and after the issuing of the patents for the same within five years and after the issuing of the patents for the same, under the penalty of having all lands so granted remaining the property of such contracting party, or that might be held by themselves or others for their use or benefit, at the expiration of ten years from the date of the patents, restored to and becoming the property of the United States.

This project of the Select Committee was certainly a very liberal one for the centractors, for in addition to the grant of alternate sections of the public lands for twenty miles on each side of the road, they were to receive from the general government, on the completion of each section of twenty five miles, bonds to the amount of \$12,500 per mile, bearing not more than five per cent interest, redeemable in nineteen years from the date of their issue, and not amounting in the aggregate to more than twentytive millions of dollars-the whole amount, however, te

be refunded to the United States in transportation and

The total superficial area of land contemplated by this bill to be alienated by the government and donated by railread contractors would be-assuming the length the read to be 2,500 miles-no less than fifty thousand square miles -greater than the superficial area of New York or Pennsylvania, and about one twelfth of the area of the entire free States of the Union. Some of the bills propose to donate the same extent of land and to give a like adance of mency to each of three routes. That would require a hundred and fifty thousand square milesdred millions of deliars. This would be paying entirely too dear for our whistle." So much for Schater Gwin plan of building the Pacific railroad.

SENATOR DAVIS' PROJECT. Senator Davis, of Mississippl, from the same select ommittee, submitted a minority report on the 27th of January, 1858, and a substitute for Senator Gwin's bill His substitute directed the President of the United States to advertise for proposals to establish railway commen o connect the States of the Atlantic and the Pacific, and to contract for the transportation upon said railroad the United States malls, troops, seamen, munitions of war, supplies for the army and pavy, and all other government service.

The party contracting was to be required to construct within ten years the railroad in a substantial and workmanlike manner, equal in all respects to railroads of the first class; and alternate sections of the public lands, for the space of six miles on each side, were to be appropriated and set apart to aid in the construction of the line, with a provision that haif of such lands should be sold and un conditionally conveyed within five years from the issuing of the patent for them, and the other half in ten year Besides the grant of tand thus made, Senator Davis' substitute provided also for a money grant of ten millions of dollars, on the following conditions:-

of dollars, on the following conditions:—

As a guaranty of the faithful performance of the contract herein before described, the contracting party shall deposit with the Secretary of the Treasury the sum of five hundred thousand dollars, in bonds or certificates of stock of the United States, which may be subsequently withdrawn, in sums of ten thousand dollars, as the work progresses, on production of vouchers showing, to the satisfaction of the Secretary of the Treasury, that an amount equal therete has been expended in the construction of said road. When one twentieth part of the line of said road, located as herein before described, is completed and put in successful operation, the Precident shall cause to be advanced the twentieth part, less ten per cent, of the whole sum of money herein appropriated. And, in like manner, when each successful operation, on equal amount shall be advanced to the contracting party until the whole road is completed, when the ten per cent reserved shall be advanced to the contracting party.

SENATOR FOOT'S PROJECT. As a guaranty of the faithful performance of the con

SENATOR FOOT'S PROJECT. On the next day, the 28th of January, 1858, Senator Foot, of Vermont, gave notice of another substitute, Breeting the President of the United States to enter into contract for the transportation of the mails, troops, sea nen, munitions of war, army and navy supplies, and all other government service, by railroad, from the junction of the Bois de Sioux river with the Ojibova or Red river of the North, on the western boundary of the State of Minnesota, to Poget's Sound, in the Territory of Washington, thence to San Francisco, in the State of California.

It directs bids to be advertised for on the same principle of was contained in Senator Gwin's bill, appropriates alternate sections of the public lands for twenty miles on each side, and is in fact substantially the same as the bill reported by the Select Committee, except as to the location of the line.

SENATOR CAMERON'S PROJECT.

The substitute proposed by Senator Cameron, of Pa., on the 25th of March, 1858, is essentially different in prinexple from all the others, and is, perhaps, the least objecricanble of all. It first provides for the appointment of a board of not lers than three nor more than seven disintererted and experienced civil engineers, who shall meet at Washington, examine all the facts and information collected and in pomession of the government in connection with a Pacific Railroad, and decide upon the final location of the general route of a railread from some point on the Mississippi or Missouri river to some point on the Pacific In the State of California, and shall also designate the go neral location and termination of not less than two nor mare then four branches to said radroad, which shall commence at some point or points on or near the Missie sippi or Missourl river, and intersect the main line of said raffrond at such point or points as may be designated by said engineers, but no two branches or eastern termini of said-railroad shall be located in the same State. Upon the approval of the President the routes so designated aball

to issue bonds of the denomination of \$1,000, maying five per cent interest, and redeemable at the end of fifty years. These bonds are to be delivered to the States through which the rouds are to be built, in the proportion of \$15. tween that and the actual cost per mile of the road, and are to refund to the United States the principal and interest so paid, by way of a set off for one-fourth of the sum for which the United States may be responsible to such States respectively for the use of the line. And if, at the xpiralion of fifty years from the date of said bonds, the whole amount so advanced shall and have been fully repaid, then the said States shall repay the balances the ame is full, with interest, to the treasury of the United

As to the Territories through which the road is to mass entracts for its construction through them are to be made by the Peacldent and said in hundred the United States and when such Territories become States, the road is to be divered to them, with alternate sequens of the public lands for twenty miles on each side, on their assuming t refund to the general government the advances made to Poder thin bill it will be own that the conductor to be

built at the expense of the several States, the United States only guaranteeing an advance or loan of \$15,000 per mile. The chief portion of the road, however, would run through Territories, and the general government would have to meet the original cost of constructing it. It is not clear how this dekt could be afterwards legally imposed upon the Territories, which might disclaim it when they be came States. It would also necessitate regislative action on the part of the States assuming the debt and agreeing to the conditions. These impediments out of the way, the proposition appears the most fair and reasonable. and most likely to command popular favor is all sections of the country. By it the States immediately and to the greatest extent benefitted by the road are made to build the road-the rest of the States only alvanches by way of loan a molety of the cost. By the other but all the States are made to contribute in equal propertion out of the joint treasury and estate, for the special and silmost exclusive benefit of a portion of the confederacy We. Cameron's bill is based upon a just and true principle "W add to the wealth and prosperity of the country at lar ve, it would be aboutd to say that the States and Torvi tori 's through which it runs will not be the chief gainers, and t but, too, to the actual disadvantage of the Enster-States, from which it will drain off a considerable portion of the copulation. Assuming the mean distance from the Missouri giver to San Francisco to be 2,599 miles, this bill would, if the whole route lay through organized States require the creation of a debt by the general governmen to the amount of \$37,500,000; or, in round figures, forty millions of deliars, the annual interest, on which would be two millions. As it is, the total outby to be originally de frayed by the general government could not amount to less than a hundred millions of dollars, the annual interest on which would be five millions. The project, however will be the least likely to succeed, because it arrays against it two sets of opponents.
In the first place, it will be opposed by the Southern

strict constructionists, who will argue (and the arguments will apply also to the other projects), that Congress has no constitutional right to create such a debt for the purpose of taternal improvement (and as to its being a mill tary work, that is the flimsiest sort of a pretence); and in the second place, it will be opposed by the land pirates of the lobby, who would be cut out from all chances of plun der by it. With this double opposition arrayed against will be adopted. Indeed, in the present collapsed condition of the national treasury, it would not be a prudent or statesmanlike act to incur unnecessarily a debt of a hundred millions of dollars.

SENATOR IVERSON'S PROJECT. Senator Iverson has also proposed some amendments to the bill reported by the Select Committee. The principal of them is the reduction of the money grant from \$12,500

a mile to \$6,250. It also proposes an additional section, directing the President to invite proposals for the construction of a Southern Pacific radicad south of the thirty-sixth parallel of north latitude—the eastern terminas not to be east of the Missouri river. So much for the Senator at

plans of constructing a Pacific railroad. MR. SMITH'S PROJECT.

Numerous propositions to the same out were also made in the House of Representatives. M. Smith, of Tennessee, introduced a bill on the 15th of March 1858, to aid in the construction of a railroad and telegraph line from the Mississippi river to the western boundary of Texas, and from thence to the Pacific O can, by which it was proposed to grant to the Southern Atantic and Pacific Railroad Company, of which Vernea K. Stevenson, of Tennessee, is President, their assurates, successors, and assigns, every alternate section of land, to the amount of three alternate sections per mile ou either side of said radroad and telegraph line, from the Mississippi river to the eastern boundary of the State of Texas, and every alternate section of land, to the amount of twenty-five alternate sections per mile on each side of said railread and telegraph line, from the western boundary of Texas, at or near El Paso, os the most direct eligible route to the eastern boundary of California, in the direction to San Francisco; and from theace to the amount of ten alternate sections per mile on each side of said railroad and telegraph line, on the most direct eligible route to the Pacific Ocean, at or near San Francisco, with a branch railroad and telegraph line from the nearest practicable point on said main railroad and telegraph line to San Diego; and to aid in constructing the same, a like grant to said company to the amount of ten alternate sections per mile on each side thereof was to be made.

Then, to construct another line from Sault St. Mary to the Pacific, similar grants of land were proposed to be made to the Northern lakes and Pacific Railroad Company, of which Alexander Ramsay, of Minnesota, is Presilent—the route to be from Sault St. Mary to the head of Lake Superior; thence to the Red river of the Nort thence to the western boundary of Minnesota; thence Puget's Sound or to the Pacific ocean, at or near mouth of the Columbia river.

And, to construct a third line from the Missoubetween the 38th and 44th degrees of latitude, to cific, similar grants of land were to be made to a company, not specified. Other specific grants of 1 and were to he made to connecting lines. Besides the gr to the main lines, the United States were to gene-on the completion of each section of fifty mile -bonds to the amount of two millions of dollars, to be secred by mertgage on the road, and to be repaid in r vices. Taking the average length of sall and other serthe three roads as 2,500 miles each, the money grant to each would be a

hundred millions of dollars, or three hundred millions for all, with an annual interest of fift sen millions to be paid. by the United States. Rather con-Ay, Mr. Smith ! There is little chance of your project be MR. PRELPS' MOJECT. Mr. Phelps, of Missouri, a' se presented a plan on the 16th of March, 1858. It was to give grants of lands on the same principle as lands v pure granted to the States of Alabama and Mississippi, by ant of Congress of September 20, 1850, to California, Arsouri, Louisiana, Ackansas, Nebraska and Kansas, t , aid in constructing a line or lines of railroad:-First . from San Francisco, by the Tulace and Mohave vall eye, to a point in New Mexico on the 108th meridian of songitude, at or near the Zuni village, and thence by A Abuquerque and Springfield, Mo., to on Vicksburg, Miss., and Fort Smith, Ark, to connect ' with the first line at or cast of Anton Chico, in New Mes sea; third, from the Missouri river, ep posite the mouth of the Big Sioux, by Fort Kearney, on from St. Joseph, in Missouri, to connect. with the first is as at or east of Albuquerque. The grants to California and to Missouri were to be voided by the failure of the se States respectively to construct, the first year twenty .f.vo miles, and each subsequent year 100

miles of suc & road, beginning on either side at once, and extending ' swards the Zuni village. The road was to have a contract , for carrying the United States mail up to 1879, annual rate of \$600 per mile, and the United States was to issue to the State in which each exempt miles should be constructed boads to the average amount of \$12,500 per mile-the sum varying in proportion to the distance of the metion from St. Lord z and Sun Francisco respectively-to be regard in rat seportation, &c., within thirty years.

MR. M'KIBBIN'S PROJECT The bill introduced by Mr. McKibom, of California, contemplated two military roads-to be rulroads-one commencing on the western border of Missouri, lowa or Ma., north of the thirty-eighth parallel; the other on thirty-eigth parallel, with branches to Puget's Sound and to San Diego. The inducements are nearly the same as there in Senator Gwin's bill-alternate sections of the public lands for twenty miles on each side, and a money

A variety of other propositions of the same general character have been also made in each house, and it is new said that another scheme will be presented this session, granting land and money for three routes in proportion to the amount of private capital that may be invested in each, the idea being that this will lead to the selection of the best route by capitalists, irrespective of acctional interests. The Northwest will support this.

subvention of \$12,500 a mile, to the extent of \$30,000,000

It is understood that the President will recommend Con-gress to provide for the construction of a railroad through the Territories, leaving it to the States on either side to

ATLANTIC AND PACIFIC TELEGRAPH There is besides an independent bill for a telegraph line

alone between the Atlantic and Pacific States. It was introduced by Senator Douglas, on the 24th of May, 1888, and referred to the Committee on Post Officer and Post Reads. It directs a contract to be made by the Postmaster General with Henry O'Reilly, John J. Speed, Jr., and Talleferro P. Shaffner, for sending government dis-patches for ten years for the sum of \$70,000 per annum. The company is to have the right of way for a bundred feet in width, and the right of pre-emption to 320 scree of land for each telegraph stockade station-not to be nearer each other than ten miles. NEW WAGON BOAD.

It is determined to make a strenuous effort at this secsion to establish an additional wagon road to the Pacific. by way of Minuceota, Washington and Oregon, and memorials to Congress are receiving signatures in California, asking for the establishment of a tri-weekly mail, and a reduction of the schedule time to twenty or twenty ave OTHER RAILHOAD BILLS.

In the Senate, on the 8th of April, 1858, the Committee on Public Lands reported a bill donating to the Milwaukio and Mississippi Railroad Company an island of thirty-five acres in the Mississippi river, at the village of Prairie du-Chien, Wisconsin. It would cost less to buy it than to engineer the bill through. The same committee, on the 28th of May, reported ad-

versely to a bill granting public lands to the Territories of Kansas and Nebraska to aid in the construction of railroads in said Territories. The bill was tabled incontinently; but the proposition will probably be renewed this session

The same fate happened on the same day to a bill making a grant of lands to the State of lows, in alternate sections, to aid in the construction of a railroad from McGregor's Landing to the western boundary of said State. Railroad land grants are not held in much favor just

OCEAN STEAMSHIP LINES. After these railroad schemes the next thing most in

favor with the Washington lobby is the establishment of ocean mail steamship routes. This has been always a favorite and fruitful field of lobby operation. But unfortunately for them, Congress has of late years not shown much disposition to favor these enterprises any more than to favor the granting of public lands for railroad purthe ground. There were several propositions pendin the last session, but none of them were acted on. Florence, of Philadelphia, introduced in the House a bill to establish six new mail steamer routes. These were:-Ronte number one.—FromPhiladelphia to Southampton, and back.

Route number two.—From New York to Havre, viz Southampton, and back.

Route number two.—From New York to Havre, viz Southampton, and back.

Route number three.—From New York to Glockstadt, via Flymouth, Havre and Rotterdam, and back.

Route number fare.—From New Orleans to Bordeaux, via Havana, Bernneia, Fayal and Santander, and back.

Route number five.—From Norfolk, Virginia, to Nantes, France, and back.

Route number sx.—From Philadelphia to Para, via Savannab, St. Thornas and Barbadose, and back.

The rate per statute mile proposed to be paid for transpersing the mails on the above routes was the num